(b) if so, the details of major observations/recommendations made by the panel;

(c) the details of reaction of Government to the recommendations made; and

(d) the details of action taken/ proposed on implementation of the recommendation during the current year?

THE MINISTER OF CIVIL AVIATION (SHRI ANANTH KUMAR): (a) to (d) Disinvestment Commission in its VHIth Report has recommended restructuring/disinvestment in Air India. The main recommendations of the Commission are as under:—

(i) Infusion of Government equity of Rs. 1000-crores and finally bringing down the Government share holding in Air India to 40%.

(ii) Induction of a strategic partner holding 40% equity on the basis of global bids.

(iii) 10% equity to be offered to the domestic institutional investors and 10% to retail investors and employees.

The recommendations of the Commission are under consideration of the Government.

Upgradation of Bhopal Airport

951. MISS MABEL REBELLO: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether there is any proposal with Government to upgrade the Bhopal Airport to the standard of international airport; and

(b) if so, the details thereof?

THE MINISTER OF CIVIL AVIATION (SHRI ANANTH KUMAR): (a) No. Sir. ' .

(b) Does not arise.

राष्ट्रीय विमानपत्तन प्राधिकरण में किया गया पूंजी निवेश

952.**श्री चिमनभाई हरीभाई शुक्ल**: क्या नागर विमानन मंत्री यह बताने की कृपा करेंगे कि:

(क) सरकारी और गैर-सरकारी क्षेत्र द्वारा राष्ट्रीय विमानपत्तन प्राधिकरण में अब तक कुल कितनी पूंजी निवेश किया गया हैं;

(ख) इस समय उपर्युक्त उपक्रम द्वारा इस निवेश में से अर्जित किए जा रहे लाभ की कुल प्रतिशतता क्या हैं;

(ग) क्या सरकार ने गैर-सरकारी क्षेत्र द्वारा किए गए पूंजी निवेश तथा अर्जित किए जा रहे लाभ की प्रतिशतता के संबंध में कोई अनुमान लगाया हैं;

(घ) यदि हां,तो मार्च,1998 की स्थिति के अनुसार इसका ब्यौरा क्या है;

(ड़) सरकारी और गैर-सरकारी क्षेत्र के निवेश के मध्य विद्यमान लाभ के बड़े अंतर के क्या कारण हैं;और

(च) राष्ट्रीय विमानपत्तन प्राधिकरण में बढ़ते जा रहे भ्रष्टाचार के संबंध में सरकार की क्या प्रतिक्रिया हैं?

नागर विमानन मंत्री (श्री अनंत कुमार): (क) भारतीय विमानपत्तन प्राधिकरण/राष्ट्रीय विमानपत्तन प्राधिकरण में जनता और निजी सैक्टरों द्वारा कोई निवेश नहीं किया गया है ।

(ख) से (ड़) से प्रश्न नहीं उठते ।

(च) भारतीय विमानपत्तनों प्राधिकरण काफी संख्या में सतर्कता जागरूक कार्यक्रम आयोजित करता है और भ्रष्टाचार को दूर करने के उद्देश्य से हवाई अड्डों पर बार-बार आकस्मिक जांच करके भारतीय विमानपत्तन प्राधिकरण द्वारा सभी प्रयास किये जाते हैं ।

Modernisation of Air Traffic Service at Delhi and Mumbai

953. SHRI JANARDHANA POOJARY: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether it is a fact that the project sanctioned in 1990 by Government namely modernisation of Air Traffic Service at Mumbai and Delhi has yet to be implemented/completed resulting in the escalation of cost estimates;

(b) if so, the reasons thereof and the remedial measures being taken in this regard;

(c) the number of such projects which have been sanctioned for other sectors and the present status of their implementation; and

(d) whether any task force has been appointed by Government for their speedy implementation?

THE MINISTER OF CIVIL AVIATION (SHRI ANANTH KUMAR): (a) and (b) The system has been made operational at Delhi airport recently and is likely to be commissioned shortly. The system in Mumbai is expected to be commissioned by the end of March, 1999.

The escalation in costs was mainly due to the following factors:—

1. Procedural delays in acquisition of land for installation of navigational Aids at far flung areas. 2. Delays in commencement of Civil works at Mumbai due to prolonged and heavy monsoons during 1993-94. 3. Mid course change in scope of work. 4. Breakdown of components during installation and testing of the equipment as a result of which such components had to be sent back to USA for repairs/replacement. 5. Certain modifications had to be carried out by the contractor to ensure that their equipment fully meets with AAI specifications. Such delay was for more than a year. 6. Foreign exchange rate variation. 7. Federal Aviation Administration consultancy fee and Project Management Agencies charges. 8. Escalation of construction costs due to rise in cost indices.

(c) Six such projects have been sanctioned by the Government for installation of Primary and Secondary Radars at Trivandrum. Hyderabad, Guwahati and Ahmedabad at a total cost of Rs. 117.43 Crores. All these Radars have since been commissioned. In addition, two more projects for installation of Primary and Secondary Radars were also approved by the Government in 1995 for Calcutta and Chennai Airports. The Calcutta Radars were commissioned in April 1998 and the Chennai Radars were commissioned in September 1998.

(d) No, Sir. However, the progress of work is reviewed by the Government from time to time.

Discrimination in Promotion of SC/ST employees in Air India

954. SHRI A. VIJAYA RAGHAVAN: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether a large number of comjplaints have been received by Air India from its SC/ST employees belonging to the Department of Information Technology regarding discrimination in promotions and other service matters;

(b) if so, whether these complaints were investigated and corrective action taken; and

(c) the details of each complaint with action taken thereon?

THE MINISTER OF CIVIL AVIATION (SHRI ANANTH KUMAR): (a) to (c) Five (5) complaints have been received by Air India from its employees of the Department of Information Technology. The complaints pertain to promotion, transfer, foreign posting etc. One complaint was not substantiated. Necessary corrective action has been taken/is being taken in the remaining four (4) cases.

Registered Trade Unions in Indian ' 'Airlines

955. SHRI C. O. POULOSE:
SHRI JIBON ROY:

Will the Minister of CIVIL AVIATION be pleased to state:

(a) the number of registered trade unions in Indian Airlines;